

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
FOR THE MIAMI URBANIZED AREA

A G E N D A

WEDNESDAY, NOVEMBER 13, 2002 AT 7:00 P.M.

SOUTH MIAMI COMMISSION CHAMBERS
6130 SUNSET DR.
SOUTH MIAMI, FLORIDA

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES:
 - { MEETING OF OCTOBER 23, 2002
- III. PRESENTATIONS:
 - A. BLACK CREEK TRAIL - B. Williams, M-DP&R
- IV. DISCUSSION ITEMS:
 - A. US-1 18 MILE STRETCH BICYCLE/PEDESTRIAN STUDY - D. Henderson
 - B. NW 87 AV. & HIALEAH EXPWY. PROJECT REVIEWS - FDOT
- V. INFORMATION ITEMS:
 - A. RICKENBACKER CSWY. UPDATE - J. Cohen, M-DPW
 - B. PORT/BISCAYNE BLVDS. SIGNALIZATION - D. Henderson
 - C. OCTOBER PROGRESS REPORT - J. Manzella

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, NOVEMBER 13, 2002

MEMBERS PRESENT

Brett Bibeau Sheila Boyce Bruce Henderson
Amado Leon Paul Schwiep Ted Silver

MEMBER ABSENT

Brian Hannigan

OTHERS PRESENT

David Henderson, Staff Jae Manzella, Staff Bann Williams, MDP&R Jennifer Blattman, MDP&R
Noel Cleland, Bicycle Commuter Astrid Scheffler, Cyclist Brian Singer, Ex-BPAC member
James Campo, Citizen Barry Burak, Concerned Cyclist

The meeting began at 7:10 p.m.

<u>ISSUE</u>		<u>DISCUSSION</u>
APPROVAL OF AGENDA	-	BH: <i>Motion approving the agenda; seconded by BB; vote - unanimous.</i>
APPROVAL OF MINUTES	-	BB: <i>Motion approving the amended 9/25/2 Minutes; seconded by BH; vote: unanimous.</i>
RICKEN-BACKER CSWY PROJECT	-	<p>JC: Nearly 3 years ago, MDPW proceeded planning to restripe Rickenbacker Cswy. shoulders into bike lanes, as well as enhance the corridor for safe movement of bicyclists. Those plans were completed and brought to the Contracts & Specifications Division for processing. <i>The project is set to go out to bid in January, 2003. New pavement markings, traffic signs, asphalt/concrete work, enhancing the entrance to the path prior to the toll plaza are some of the improvements. A new Bike Route 11 will be inaugurated. Right turn bays and shoulders will be introduced. Where medians encroach into the new lanes, the concrete will be cut back. Bear Cut bridge will receive signage to warn cyclists of the hazardous surface. Crossing onto the separate path, just north of the marina will be restriped and paved. MDP&R has been requested to provide a continuous path from the mangrove area in the north to where the path begins again, south of the parking lots. He plans to provide an timeline update at the January 2003 BPAC meeting.</i></p> <p>BH: Typically, a project is advertised for 30 days, then there is a 90-day evaluation/bid recommendation, then the bid award, and another 30 days for notice to proceed.</p> <p>BB: Would like to provide information to an associate.</p> <p>JC: The MPO could provide a copy of the plans.</p> <p>DH: <i>Will do so.</i></p>
BLACK CREEK & BISCAYNE TRAIL PROJECT	-	<p>BW: Provided a slide show with handouts. He is managing two segments from projects identified in the South Dade Greenways Network (SDGN): portions of the Biscayne and Black Creek Trails. <i>The existing Black Creek path will be enhanced. Signage will encourage people to visit these sites. There will be an effort to connect neighborhoods to these parks. There are "oasis areas" at some crosswalks, with benches and other amenities. Lakes-By-The-Bay (LBTB) will be an equestrian trailhead. Black Point Jetty</i></p>

		<p><i>trail will be enhanced, leading to the bay.</i></p> <p><i>JB: Grading and accessibility will be enhanced for the Jetty trail, railings and fish stations will be included at culverts.</i></p> <p><i>BW: Black Creek and Biscayne Trail timelines project a 2003 completion date for site analysis; until 2004 for design/permitting; then until 2006 for construction. LBTB is being design/permitted, lasting till 2004; construction will take 6 months afterwards.</i></p> <p><i>TS: Concerned about the developments along SW 87 Av. and what isn't being put in place in conjunction with them. PW will have to redo these projects if the development (construction) continues. There will be a lot of traffic along this corridor.</i></p> <p><i>BW: The developers have shown interest in enhancing the trails.</i></p> <p><i>TS: Inquired what type of enhancements will be done for SW 87 Av.</i></p> <p><i>BW: The consultant just finished the analysis. There needs to be cross markings, safety measures, benches, landscaping and grading. The design phase is next.</i></p> <p><i>TS: The east side sidewalk doesn't have cut-offs, and the other side has many new streets/driveways. Children will be using the east side to get to school. Inquired if it was more feasible to use the east side for the trail.</i></p> <p><i>BW: He will discuss east side use with the consultants. He will invite them to the BPAC.</i></p> <p><i>JM: Inquired about the missing link near the HEFT.</i></p> <p><i>BW: Has made the FDOT aware that any improvements to the HEFT should include provision to link the path segments. There is access underneath now.</i></p> <p><i>DH: The on/off ramps make it difficult.</i></p> <p><i>JM: Perhaps route signage could direct users along SW 211 St. sidewalks in this area.</i></p> <p><i>BW: The Black Creek/US-1 intersection will be difficult as well. This was discussed at the South Dade charrette. WASD will be developing a path around their new facility, this provides an opportunity for a link to another linear park in the area. Some of the trail will not be paved, it would be crushed rock. Most of the trail would be 10' wide, although it may narrow in places. The lengthy project timelines relate to available funding. LBTB equestrian trails would be separate from bike/ped paths. There will be off-road trails within the mitigation area. LBTB Park will have ball fields, shelters, restrooms, etc. as well as nature trails and a vita-course.</i></p> <p><i>BB: Coconut Grove (Orange Bowl & ProPlayer Stadium) parking lots utilize grass with a substructure. This should be used at LBTB.</i></p> <p><i>BW: This will be analyzed for its appropriateness with horses. He will come back with the consultants for a future meeting. Several work sessions are being planned within the next 6 months.</i></p>
US-1 18-MILE STRETCH	-	<p><i>DH: The FDOT representative could not attend tonight. The PD&E study summary is in the Agenda. This is a controversial project. It is planned to be 2-laned, with a wide paved shoulder on the north side for hurricane evacuation. They have been asked to use the corridor to connect the Overseas Heritage Trail in Monroe County. FDOT contends that the corridor isn't intended for bicycle use. There are environmental issues on providing a separate path; but, an on-road treatment should be considered appropriate. For instance, the top-layer of asphalt should be extended into the shoulders for cyclists. This is an important connection; the alternative: Card Sound Rd. does not provide an opportunity for improvements, because of funding and right-of-way constraints.</i></p> <p><i>TS: This would become the only link for the East Coast Greenway. It is absurd to consider this corridor "not intended for bicycle use." This is a dead-space in the</i></p>

	<p>County's overall plan. Inquired how to get FDOT to realize eco-tourism is becoming more widespread. The pavement of Card Sound Rd. is getting worse. A bicycle-friendly US-1 should be a serious consideration. He would like a resolution brought forth tonight on this issue, as well as having a FDOT representative attend a BPAC meeting.</p> <p>DH: The Monroe BPAC is concerned as well. There was an alternative concept of using the C-111 canal as a diverter, but this takes cyclists out of the way.</p> <p>NC: Florida Statutes 335.065 states: Bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any state transportation facility.</p> <p>BH: Inquired about the 1.5% set-aside.</p> <p>DH: The issue isn't funding; it's mainly environmental, and FDOT has safety issues. Consideration of bicycle accommodations was made on this project more than others.</p> <p>BS: Monroe groups and the East Coast representatives should be asked to write a letter to FDOT in favor of bicycle accommodations.</p> <p>TS: The FDOT should make serious reconsideration to provide bicycle accommodations along the US-1 18-mile stretch project as mandated in the Florida Statutes, since this corridor provides connectivity to the Overseas Heritage Trail and East Coast Greenway projects, as well as serves as an established bicycle route. The Monroe County BPAC/MPO should be asked for support.</p> <p>DH: The prescribed no-build alternative still has 6-8' shoulders that would be bikeable. If the study says bikes are not intended to be used, then they may put-up signs, rumble strips or other treatments that create hazardous conditions.</p> <p>PS: Would like to know how the FDOT came to this conclusion.</p> <p>DH: FDOT engineers aren't very knowledgeable with bicycle mobility.</p> <p>TS: They see how unusable it is presently and draw the conclusion it can't be. All the alternatives have more issues with the environment and cost than with bicycle feasibility.</p> <p>BH: <i>Motion requesting the FDOT to make a more concerted effort to reconsider providing bicycle accommodations along the US-1 18-mile stretch project; in regards to the County's efforts for less dependence on the automobile and promoting eco-tourism, as well as the inter-county and national efforts to interconnect bikeways (e.g., the East Coast Greenway). Part of this reconsideration would be FDOT representatives to meet with the BPAC to work together; SB seconded; vote - unanimous.</i></p> <p>PS: Perhaps rejecting the design should be included.</p> <p>TS: It would be better to have the FDOT attend to discuss the design alternatives.</p> <p>SB: The Florida Statutes should be referenced in the resolution.</p> <p>DH: This can be placed in the "whereas" portions, as well as referring to the SDGN, the FDEP Trails Master Plan, etc.</p> <p>AS: Pondered if gas prices were higher, whether this would effect the study results.</p> <p>TS: Probably not.</p> <p>AS: Then they are assuming bicycling is strictly recreational.</p> <p>TS: This stretch of road would not be considered an alternative transportation route.</p>
NW 87 AV/ HIALEAH EXPWY.	<p>DH: The FDOT representative could not attend, so there isn't much information to report on 87th Av. other than what is in the Agenda. The Hialeah Expwy. is not "Limited Access", and is used by many cyclists; so, <i>he will be discussing this with the FDOT.</i> Unfortunately, they are using the 1991 suitability map as a guide for bicycle accommodations (erroneously).</p>

		JM: FDOT staff refer to the suitability map instead of the Bicycle Master Plan, which identifies roads for improvements.
BISCAYNE/ PORT BLVDS.	-	DH: The recommendation is included in the Agenda. Ped-heads, without push buttons, (since “walk/do not walk” will come on every cycle), have been approved by MDPW. <i>The FDOT will perform the work within a short contracting time-frame.</i>
MISCEL- LANEOUS	-	<p>{ BB: Bayshore Dr. was repaired, but it is off-level; Crandon Blvd. repairs were also done poorly. It is ridiculous that a lot of money is paid for shoddy work. DH: <i>Will pass this on to MDPW.</i></p> <p>{ DH: He attended a National Trails Symposium and would like to present some items to the BPAC in the future. For instance: the Overseas Heritage Trail, East Coast Greenway, Rails-with-Trails, the West Orange Trail, etc.</p> <p>{ BB: Inquired about how the recently passed Transit Tax would benefit b/p mobility. JM: Municipalities’ portions can be used for these types of transportation project. BB: Was under the impression that a certain percentage of the municipal set-aside would have to go towards alternative transportation. DH: The municipalities will receive 20% of the Transit Tax; but he is unaware of this alternative transportation mandate. <i>He will research this issue.</i> BH: The BPAC should try to get a member on the Oversight Board. <i>Asked staff to find out who the Nominating Committee members are.</i> JM: The odds are slim that a BPAC member would be appointed. However, future public hearings should always be attended. PS had inquired about a conflict in being on two boards, but this does not seem to be the case. DH: <i>Will research these issues.</i> It may be advantageous to have a BPAC member on the Citizens Advisory Committee for the Baylink project.</p>

{ The meeting was adjourned at 8:40 p.m.